

The Hongkong Telegraph.

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五拜禮

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SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,000,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKYO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
ROMBAY. SHANGHAI.
TIENTSIN. NEWCHOWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.
Hongkong, 11th March, 1903.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$15,500,000
Sterling Reserve \$15,500,000
Silver Reserve \$15,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq.
E. Goetz, Esq.
C. H. MEDHURST, Esq.
C. MICHAEL, Esq.
H. SCHUBERT, Esq.
Hon. R. SHEWAN.
N. A. SIEBS, Esq.
H. W. SLADE, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Accounts at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 14th May, 1903.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on a FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE—HONGKONG.
Board of Directors:
Chan Kit Shan, Esq.
Chow Tung Shang, Esq.
J. Scott Harston, Esq.
J. Lauts, Esq.

CHIEF MANAGER:
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5 %
Hongkong, 12th May, 1903.

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Hankow.
Tientsin. Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTAGE GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
H. FIGGE,
Manager.
Hongkong, 4th October, 1902.

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.
PAID UP CAPITAL U.S. Gold \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Head Office—NEW YORK.
LONDON OFFICE:
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.
LONDON BANKERS:
PARIS BANK, LIMITED.

HONGKONG OFFICE:
4, DES VUEX ROAD.
General Banking and Exchange business transacted.

INTEREST ALLOWED
On Current Accounts at 2 1/2 per annum.
On Fixed Deposits:
For 3 months 2 1/2 per annum.
" 6 " 3 1/2 " "
" 12 " 4 " "

E. F. GROS,
Acting Manager.
Hongkong, 1st December, 1902.

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.
FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in, Gold \$4,000,000
Surplus (Reserve) Gold \$4,000,000
Total Gold \$8,000,000
Capital and Surplus authorised, Gold \$10,000,000

LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issue Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposit as follows:

For 12 months, 4 1/2 per annum.
" 6 " 4 " "
" 3 " 3 1/2 " "

HONGKONG BRANCH:
20, DES VUEX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.
Hongkong, 26th May, 1903.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.
Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.
Branches and Agencies:
CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENTSIN.
HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
1 1/2 per annum Fixed Deposits for 3 months.
" 2 " " 6 " "
" 3 " " 12 " "

E. W. RUTTER,
Manager.
Hongkong, 1st January, 1901.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £725,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " "

T. P. COCHRANE,
Acting Manager.
Hongkong, 18th May, 1903.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON REMARKS.

LONDON, &c. { VALETTA Noon, 6th June } See Special Advertisement.
W. B. Palmer, R.N.R.

SINGAPORE, COLOMBO and BOMBAY NANKIN Noon, 11th June } Freight only.
(Calling at Penang if sufficient inducement offers.) G. M. Montford

MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID BOMBAY Noon, 12th June } Freight or Passage.
H. S. Bradshaw

YOKOHAMA, VIA SHANGHAI, HAI, MOJI and KOBE CEYLON About 13th June } Freight or Passage.
(Passing through the Inland Sea.) C. D. Bennett, R.N.R.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 5th June, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
STUTTGART THURSDAY, 11th June.
ROON THURSDAY, 25th June.
PREUSSEN THURSDAY, 9th July.
HAMBURG THURSDAY, 23rd July.
PRINZ HEINRICH THURSDAY, 6th August.
SACHSEN THURSDAY, 20th August.
KIAUSCHOU THURSDAY, 3rd September.
BAYERN THURSDAY, 17th September.

* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 11th day of June, 1903, at NOON, the Steamship "STUTTGART" of the NORDDEUTSCHER LLOYD, Captain P. Grosch, with MAIL, PASSENGERS SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 9th June, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 10th June, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 10th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to MELCHERS & CO., AGENTS.
Hongkong, 28th May, 1903.

Intimations.

LANE, CRAWFORD & CO., GENTLEMEN'S OUTFITTERS.

Just Received NEW STOCK of Summer Goods.

OXFORD, ZEPHYR AND AERTEX CELLULAR SHIRTS,

SOCKS, UNDERWEAR, TIES, LINCOLN AND BENNETTS'

SUN HATS, PANAMA HATS, STRAW HATS, RAINCOATS, UMBRELLAS,

WATERPROOFS.

LANE, CRAWFORD & CO.
Hongkong, 20th April, 1903.

GO TO THE KOWLOON HOTEL, KOWLOON.

R. F. DALY, Manager. J. W. OSBORNE, Proprietor.

MACAO HOTEL (Late HING KEE HOTEL).

This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to the COOL SOUTHERLY BREEZES in Summer.

The BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HANDSOMELY FURNISHED. The CUISINE is EXCELLENT and under direct EUROPEAN supervision.

PIC-NIC, SHOOTING or BOATING parties specially catered for. A commodious and comfortable stern-wheel HOUSE-BOAT, with sleeping accommodation for six passengers and EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES.

A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week. SEA BATHING.

STEAMERS to and from Macao, every MORNING and AFTERNOON.

Wm. FARMER, Proprietor. E. G. JORDAN, Manager.

Intimations.

"I hear they want more"



Bovril
gives strength and sustenance.

Used as a drink, BOVRIL stimulates, exhilarates, and "comforts." It also strengthens, sustains, and invigorates.

Used in the kitchen, BOVRIL makes more palatable and nourishing every dish to which it is added.

JAPAN COALS. THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

N. INUZUKA, Manager, Hongkong.

THE DISTILLERS Co., LIMITED.

GIN. WHISKY.

"Old Tom" Per Doz. - \$16.50

"DRY" Per Doz. - \$9.00

SOLE AGENTS:
H. PRICE & Co.,
12, Queen's Road.

Hongkong, 26th January, 1903.

CALDBECK, MACGREGOR & CO. WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1864.

HONGKONG 16 Queen's Road.
SHANGHAI 4 Foochow Road.
SINGAPORE Raffles Quay.

GLASGOW St. Enoch's Square.
LONDON Rangoon Street, Cruikshank Friars.

AGENCIES:—In principal ports of China, the Philippines and Straits Settlements.

Hongkong, 26th May, 1903.

OCCIDENTAL HOTEL (ELGIN ROAD, KOWLOON).

CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM. DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS. POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE. TERMS.—\$4.00 to \$7.00 per day. \$65 to \$120 per month.

JAS. D. M. CAMERON, Manager.
Hongkong, 5th May, 1903.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 66.
For Terms, &c., apply to the MANAGER.
Hongkong, 2nd July, 1900.

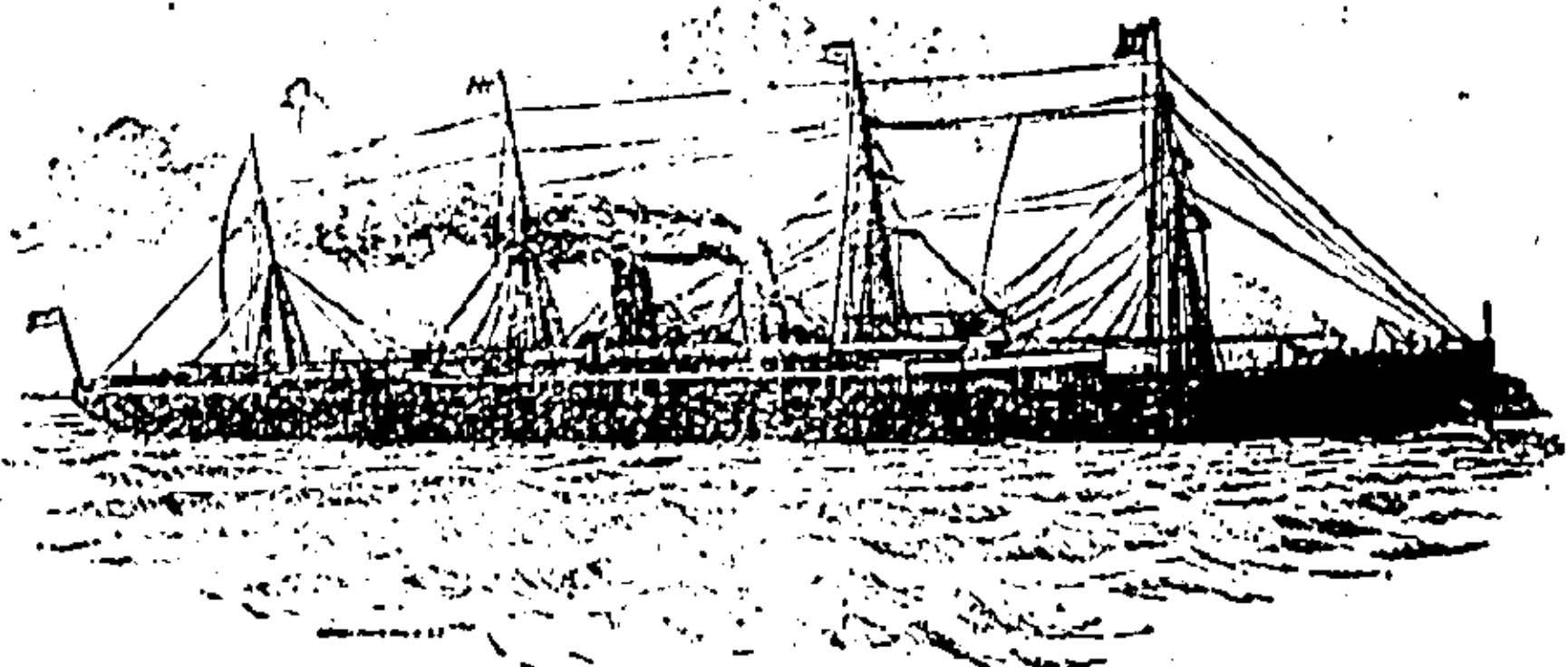
HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 6th June, at Noon.
"DORIC"	TUESDAY, 16th June, at Noon.
"NIPPON MARU"	WEDNESDAY, 24th June, at Noon.
"SIBERIA"	THURSDAY, 7th July, at Noon.
"AMERICA MARU"	SATURDAY, 11th July, at Noon.
"KOREA"	TUESDAY, 21st July, at Noon.
"GAELIC"	TUESDAY, 28th July, at Noon.
"HONGKONG MARU"	FRIDAY, 14th August, at Noon.

Record Trip Yokohama to San Francisco made by S.S. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The P. M. Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, TO-MORROW, the 6th June, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havana, Trinidad, and other ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board on the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. on the day of sailing. Packages should be marked to address in full, value of goods.

Consular invoices to accompany each bill of lading of Cargo or parcel (valued at £100 Gold or over) destined to Ports beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 4th June, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 24th June.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 15th July.
"TARTAR"	4,425	WEDNESDAY, 22nd July.
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 5th August.
"ATHENIAN"	3,882	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 19th August.

The magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 13th March, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
STRASSBURG	HAVRE and HAMBURG.	20th June.	Freight and Passengers.
Madsen	(Calling at SINGAPORE and PENANG).		
SUEVIA	HAVRE, BREMEN and HAMBURG.	1st July.	Freight.
Borck	(Calling at SINGAPORE and COLOMBO).		
NURNBERG	HAVRE and HAMBURG.	15th July.	Freight.
Jaburg	(Calling at SINGAPORE and PENANG).		
WURZBURG	HAVRE and HAMBURG.	29th July.	Freight and Passengers.
v. Binzer	(Calling at SINGAPORE and COLOMBO).		
BADENIA	HAVRE and HAMBURG.	12th August.	Freight.
Rorden	(Calling at SINGAPORE and PENANG).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 5th June, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,338 "	" C. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	" A. W. Dixon.
"HANKOW"	3,073 "	" C. V. Lloyd.
"KINSHAN"	2,862 "	" J. J. Lossius.

Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.

Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday
Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,19 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING" 669 tons, Captain R. D. Thomas.
"SAINAM" 388 " B. Branch.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 9th May, 1903. [357e]

Intimations.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net \$5.00 per Cask ex
Factory.

In Bags of 250 lbs. Net \$3.00 per Bag ex
Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 13th May, 1903. [19]



1st June, 1903. [65]

F. BLACKHEAD & CO.

SHIP-CHANDLERY, GENERAL
COAL AND OIL MERCHANTS,
CHARTERS, AND GENERAL COMMISSION
AND GENERAL COMMISSIONPRATA CENTRAL HONGKONG
SOAP MANUFACTURESOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAIR,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.Sole Agents for
FERGUSON'S SPECIAL LUBRICANT
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES
HONGKONG, 1st May, 1903.

TUBORG BEER.

A First Class PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.

Hongkong, 10th January, 1903. [595d]

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DIAMOND MERCHANTS, JEWEL
LERS AND WATCHMAKERS.EASTMAN'S
KODAKS AND FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.
40, QUEEN'S ROAD,
Watson's Building.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.JEYES
FLUIDAVOID ALL RISK OF OUTBREAK BY
ITS USE.W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 6th March, 1903. [73]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES AND SPECTACLES,
Nos. 14 & 16, Queen's Road Central. [39]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e]

JUST RECEIVED SHIPMENT

H. J. HEINZ & CO'S
CELEBRATED

PICKLES AND PRESERVES AND THEIR OTHER

57

"GOOD THINGS"

KNOWN ALL THE WORLD OVER,
UNEQUALLED FOR TASTE AND QUALITY.

HEINZ'S SWEET PICKLES)
HEINZ'S APPLE BUTTER cannot be surpassed.
HEINZ'S BAKED BEANS)

TRY HEINZ'S AND YOU WILL HAVE NO OTHER.

CAN BE OBTAINED AT YOUR GROCERS.

DANG CHEE SON & CO.,

SOLE AGENTS, SOUTH CHINA
(Wholesale dealers only).

Hongkong, 4th May, 1903.

[553e]

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339c]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,
VIENNA,THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

954c]

GENERAL AVERAGE S.S. "BANCA"

NOTICE is hereby given to INSURANCE
COMPANIES concerned that any
Claims paid by them on Cargo damaged on
this Steamer by the Fire which occurred on
27th December, 1902, and which should be
included in the General Average, must be
notified to the Undersigned not later than 30th
June, and such notification must be supported
by Account Sales, if Goods sold by Auction,
Acknowledgment of Payment, Survey Report
and all other Vouchers bearing upon the
Claim.

E. A. HEWETT,
Superintendent,
PRINCIPAL & ORIENTAL
S.N. CO.

Hongkong, 3rd June, 1903.

[669e]

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing Can-
dren's Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1903.

THE CHINA-BORNEO COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE STATUTORY MEETING of the
above Company will be held at the Com-
pany's Office, No. 4, Queen's Buildings, TO-
MORROW, the 6th instant, at Noon.

J. WHEELLEY,
General Manager.
Hongkong, 6th June, 1903. [618e]

THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON PORTRAIT
PAINTER, Etc.

PHOTOGRAPHY in all its Branches.
Groups and Interiors a Speciality.
Large Selection of Views.

TOP STORIES, 41 and 43, QUEEN'S
ROAD, CENTRAL, Hongkong.
Hongkong, 20th December, 1902. [1399d]

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10c.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 14th January, 1903.

Intimations.

A. S. WATSON & CO.,
LIMITED.

AERATED WATER
MANUFACTURERS.

ESTABLISHED A.D. 1841.

AERATED
WATERS.

THE WATER used is THE PUREST that can be obtained, and is skillfully FILTERED ON THE MOST SCIENTIFIC PRINCIPLES.

THE MACHINERY employed is of the latest design and most approved type.

THE BEST INGREDIENTS only are used.

GUARANTEERING ABSOLUTE PURITY.

ENGLISH EXPERTS

Manage our Factories, and their practical knowledge and constant supervision enable us to produce waters of unrivalled excellence and purity.

A. S. WATSON & Co.,
LIMITED.

THE HONGKONG DISPENSARY.

CHEMISTS AND DRUGGISTS BY APPOINTMENT TO H.E. THE GOVERNOR AND HOUSEHOLDS.

TELEPHONE NO. 35.
CABLE ADDRESS: "ACHIEVE," HONGKONG.
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

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DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PARFUMS MICROBE-PROOF
FILTERS,
ROCHSTER LAMPS,
WHITE TURKISH TOWELS,
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GOOD WORK.
PROMPT RETURN.

CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
A. 1 Code.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 20th March, 1903.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee Hooi Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The Hongkong Telegraph
HONGKONG, FRIDAY, JUNE 5, 1903.
THE STRAITS CURRENCY.

With the publication to-day of Mr. A. Huttenbach's views on the report of the Straits Currency Committee, we have placed before our readers a complete record of the reports on and discussions relative to the currency question in the Straits Settlements. By those who have followed the subject closely but one conclusion can be arrived at. That conclusion is that, in spite of the formidable array of arguments and figures in favour of the retention of the present unstable and unsatisfactory currency, the weight of evidence and the collective opinion of those most competent to judge have been thrown in the scale for a change. The reform in the system provides for a new silver dollar which would eventually become sole legal tender on a gold basis to be fixed later on. Of all the speakers in the Singapore Legislative Council there was only one who voted against the official motion for the adoption of the Committee's recommendations. Strange to say, the Hon. Mr. Murray, the dissenting member, has been a consistent advocate of a gold standard for the past ten years. With the principle of the reform recommendations he takes no exception, but it is the details of the working of the conversion scheme to which he is opposed. As to one point he would like to have some idea; it is what aspiration the Government had as to the ultimate ratio of the dollar. When the Indian Government decided to make the change they had a 2-rupee in their minds. And he desired to know whether they were to go to a 2-dollar or 3-dollar. Sir Frank Swettenham replied that they were not going to have a three-shillings fixity. Whatever the basis of the fixity, it may be too early yet to decide. In Hongkong the cry has been not so much to give the dollar an artificial enhanced value, but to establish a fixed value between the dollar and gold, instead of as now that merchants and traders be placed at the mercy of exchange fluctuations. Fluctuation in exchange is admitted by the Committee in their own words to be a disability to the community, and it introduces an element of speculation which constantly interferes with legitimate business. Another great point made against the scheme was that the banks and the larger firms, together with the chetties and other speculators, will profit at the expense of the poorer and ignorant classes of natives. The Governor disposed of the contention in his remark that his own acquaintance with the poor and ignorant native was that, in the Straits, at any rate, he was extremely well able to look after himself, and that when it comes to a question of money or trade dealings between the native and European, it was generally found that the native could more than hold his own. Curiously enough, the Chinese merchants and others who petitioned against any change accept the inevitable with a certain amount of grace. They mentioned, through Mr. Tan Jiah Kim, that they had protested—powerfully protested—against the coming change, but were fain to accept the report. Furthermore, he felt sure he was expressing the feeling of the Chinese when he said they had the greatest confidence in the Committee and Government, and they would do all they could to support the carrying out of the scheme. One result of the Council's discussion, reports the Straits Times of the 30th ult., has been "the inconvenience suffered by the commercial community to-day in having to accept specie instead of notes from certain local banks. It was stated by one bank that the Government has been chary in the matter of its note issue of late, and that this conservatism has rendered it necessary to pay in specie to-day. At the end of a month, as this happens to be, the payment of all cheques for salaries, etc., in specie, is a great inconvenience. No doubt, however, the nuisance of to-day is the harbinger of many happy to-morrows, and while fumbling with the clumsy 'cartwheel' dollars which are now the staples of our currency, we can rest comforted in the assurance that we will shortly see the dawn of a new financial era, and that then we will have convenient notes, and that dollars which will really be but tokens—but which will be worth a fixed and certain number of shilling and pence without—will supplant our present unhandy and debased silver currency."

LOCAL AND GENERAL.

INWARD PARCELS BY S.S. MARITIMA are now ready for delivery.

Don't forget the chits for they will not go to LeMunyon.—*Advt.*

FRENCH MAIL of the 5th May was delivered in London on the 4th inst.

It is officially announced that President Loubet proceeds to London on the 18th or 20th inst. July, and stays there three or four days.

A Mr. W. R. Hurst returned to Manila and told a reporter that, among the English speaking residents of Hongkong, war talk is all the rage. Those poor American reporters!

THE NEW ACTING VICE-ROY OF THE TWO KWANGS, H.E. Tsen Ch'ui-hsien, passed through Kueichow, Szechuan, on the 2nd of May and is expected to arrive at Ichang, Hupeh, on or about the 8th instant.

Now look out for LeMunyon's new store adv. It is a beauty.—*Advt.*

The *Universel Gazette* gather that the distributors of peace at Lingnan, Yunnan, have been dispersed and the place has resumed its normal condition. This is due to the prompt and earnest action on the part of the Provincial authorities.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

H. Rutledge \$5
A Patient 3

We are informed that the uniform of the Police force is shortly to be changed, whilst the uniform worn by the Inspectors of Police will be something after the style of that worn by Royal Marines war room officers, with the exception that the shoulder straps will bear the letters H.K.P. attached.

LATE yesterday afternoon, a coolie mashed, on the side of a hill in Quarry Bay, was destroyed by fire, and a small quantity of timber stacked alongside of the building was burned. The outbreak was due to a coolie accidentally setting fire to the matting. Damage to the extent of \$200 was done. The Quarry Bay Ship Building Yard fire brigade put out the fire.

LeMunyon will have another grand opening Day and a Souvenir day as well; watch the date.—*Advt.*

FOR some time the police have had reports from various sources that the telegraph cables had been tampered with and the miscreants have never been discovered, until yesterday when a P.C. Bole, in charge of a steam pinnace, observed a junk anchoring directly above the cables. He was brought up before Mr. F. A. Hazard, and was fined \$25 or one month.

At the police compound this morning, Mr. Hough, the Government Auctioneer, sold by public auction a large quantity of jewellery, consisting of native gold rings, silver watches, jade stone bangles, earrings, cigarette holders, leather, hand bags, etc. The articles were chiefly confiscated or unclaimed property. Quite a large business was done, the natives bidding very keenly.

Four rooms freshly painted and tinted and in first class condition to rent. Inquire at C. E. LeMunyon, New Store, 31, Des Vieux Road. P. O. Box 368.—*Advt.*

THE case in which eight Japanese women were charged on remand with being stowaways on the s.s. *Ali Maru*, and who were ordered by Mr. F. A. Hazard to reconsider their decision as to whether they had any intention of returning to Japan or not, came up for hearing before the same Magistrate this morning. As they elected to stay in this Colony, they were each fined \$50 or one month.

PROBABLY never before were there so many Mexicans passing from hand to hand in Singapore, says the local *Free Press*. Bank notes are hard to get and nearly all payments are made in Mexican. We hear that the Municipal and Government monthly pay-cheques yesterday were paid over the counter in hard cash. There is something amusing in this instance of the inconvenience of metallic legal tender in bulk.

We shall have a Souvenir Day soon, but you will have to pay us a personal visit as no chits will go. LeMunyon.—*Advt.*

AT the instance of Inspector Fisher, of the Sanitary Board, a sanitary coolie was charged before Mr. F. A. Hazard this morning with stealing \$37.70 in cash from house No. 49, Des Vieux Road Central, which was being fumigated and cleansed. The money was recovered, and the culprit sentenced to six months' hard labour. The Magistrate ordered the money to be handed over to the police, until claimed by the owner.

THE sixty-seventh annual report of the Liverpool and London and Globe Insurance Co. shows that the assets of this great company exceed ten millions sterling. The profit and loss account with the addition of the interest earned on the funds other than those of the life department, after deducting the amount paid for the 6% perpetual annuities for 1902, left a balance of £83,404. It was proposed, out of this amount, to pay on account of the fire department a dividend of 33s. per share, and out of the life profits, a dividend of 3s. per share making in all 36s. per share, free of income tax. On the 22nd November last an interim payment of 14s. per share was made on account, and it was proposed to issue warrants for the balance, viz., 22s. per share, payable on the 22nd ult.

THE CLOSING OF CHINESE THEATRES.

In our issue last evening we gave a résumé of a letter received by the Secretary of the Sanitary Board from the Colonial Secretary regarding the proposed closing of the Chinese theatres during the plague season, and also the result of the discussion at yesterday's meeting of the Board.

The following is the concluding portion of the report:—

Mr. Pollock.—With reference to this point, you will remember that the reason the recommendation was sent to the Government was that, as you know, sir, in your opinion the head of the Chinese together in Chinese theatres was likely to lead to the dissemination of plague. Unless, so you see any reason to modify that opinion, it seems to me that the recommendation originally made by the Board must stand.

Col. Webb.—I think that when the resolution was passed, there were a great many more plague cases than now. If I am right in that I think we might modify the resolution of the Committee.

The President.—In reply to Col. Webb, I do not think that there is any marked difference in the number of cases between the date that we made this recommendation to the Government and now, and I still think that the herding together of masses of the people such as necessarily occurs in Chinese theatres is inadvisable during the prevalence of an epidemic. The recommendation of the Board has been forwarded to the Government, and this is practically the reply of the Government. They have considered the matter fully, I presume, and unless some member wishes to make a motion in reference to this letter, I propose to lay it on the table.

Mr. Pollock.—I beg to move, sir, that this Board adhere to the recommendation they originally made to the Government—that these theatres be closed during the plague season.

Col. Webb.—As plague appears to be a disease which is apt to be had a bad ventilation, and overcrowding, I beg to second the proposal.

The motion was put to the meeting with the following result:—

For:—The President, Col. Webb, Mr. Messer, and Mr. Pollock. Against: Hon. Chatham, Messrs. Fung Wa Chun, Lau Chu Pak and Kungpin.

Mr. Pollock (to the President): I think, sir, you have a casting vote. I think, Mr. Fung Wa Chun.—It isn't necessary for you to exercise your casting vote. (Laughter.) The President.—I will give my casting vote in favour of the resolution.

THE DUMPING OF PLAGUE BODIES.

In continuation of our report of yesterday, the other replies given to Mr. Pollock's questions by the Acting Medical Officer of Health were as follows:—

1. (a) Those turned out of infected houses are offered shelter in the Board's observation blocks east and west. A further block has just been taken for this purpose in Bridges Street in the Central District. This block would have been undoubtedly obtained earlier if it had not been for the fact that the houses though looked for could not be found.

(b) All care is taken to avoid damage to furniture and property during disinfection but if the people will not, as is generally the case, go to the observation blocks, the Board has no means of housing furniture turned out from any premises. In this connection I may mention that it is quite a common occurrence to find that people have begun to move their furniture before the Board's officers arrive at the house. With a view to providing a reception of furniture it would no doubt be possible though expensive to rent a much larger number of houses than the Board does at present for sheltering people and their property. If space can be found matches might be built for this purpose but the accommodation would have to be provided for twice as many families each day, as there are cases of plague, as the cleansing and limewashing operations take as a rule over 24 hours.

5. I am informed, and I believe rightly, but I do not know for a fact, that in 1900 the first where a plague case occurred only was disinfectant; also that this was done because the disinfecting apparatus in Fungshing was out of order and could not therefore deal with a larger amount of clothing. Presumably this practice was discontinued on the disinfection plant being put in order. As I was not in the Colony at the time I can give no date. The disinfection now carried out, as far as clothing is concerned, is on the same lines as it has always been during my stay in the Colony.

6. It is impossible in any particular case to say whether the winter clothing locked in a box may or may not be infected. Rats suffer from plague all the year round, and human plague may begin before winter clothing is left off. Winter clothing is sharply demarcated from other clothing. Each case is treated on its merits and always has been as far as I know.

"Anti-dumping's" letter.—
(1) A policeman is telephoned for by a M.O.H. or sanitary inspector when he hears of an unceremonial death. The inspector or M.O.H. views the body, and if he decides that the body should be removed to the mortuary for examination the policeman remains on guard over the house till the cause of death is made known. This may be over 24 hours, but the length of time varies according to which time the body may be removed. If the body be removed about 9 a.m. it is likely that the police man will remain on duty till about 10 p.m. next day. If the body be removed at 10 p.m. the time would be halved.

(2) This is correct in the main. The shelter of the observation blocks is however offered. With regard to clothing my answer to question 6 applies here.

(3) Fumigation is not as a rule done. Only one Chinese shop in Victoria has been fumigated this year. After the cleansing is over and while the house is awaiting the limewashers the doors are shut and nailed up as a protection against thieves. Sometimes the limewashing is finished the same day as the cleansing, and if so the tenants can return. If this cannot be done the people have still the option of going to their house after the cleansing operations are over and while awaiting the limewashing. In a very large number of cases the houses are found deserted by every one and the furniture removed.

(4) It is possible that damage may be done sometimes to articles such as are here mentioned. I can call to mind, however, only one case where a complaint has been made. The Board, by their Committee offer reasonable compensation.

(5) This is quite correct. The house was deserted by the inmates before the inspector arrived. The old man spoken of died of plague on the 6th of May. On the arrival of the inspector at this house he found all the furniture and clothing removed into the streets by the tenants. He disinfects the furniture in the street and all clothing which he could lay hold of. He was of the opinion, however, that much of the clothing was already beyond his reach. He stopped a marine-store hawker in the act of carrying away rags, etc., from the deserted ground floor of this building. The great deal which occurred in the completion of the sanitary measures under taken in connection with this house was due to the unsatisfactory way in which the former limewashing contractor, On Kee, did his work. The cleansing operations were completed on the 30th of April. The limewashing was done on the 6th of May. The work was, however, badly done and was not passed by the inspector. On Kee was ordered to re-limewash the house and the work was not properly finished till the 13th of May.

(6) This is very indefinite, but it is no doubt true that, owing to the very unsatisfactory way in which the former limewashing contractor attempted to carry out his duties people were kept out of their houses for an unreasonable time. This has been remedied. The Board cancelled his contract on the 23rd of May. A blacksmith at 42, Hollywood Road was kept out of his business for five days while awaiting the limewashing of the shop by the contractor On Kee. He and his folks were however allowed to sleep every night on the ground floor while so waiting. In the case of No. 40, Cochrane Street, the tenants found a place to go to at once and removed their furniture. At No. 7, Hollywood Road the people were kept out for four days because the landlord asked to be allowed to do the limewashing himself and would not do it satisfactorily. On the third day the Board's contractor was ordered to do the work. This house was all deserted except the ground floor.

With regard to question 3, Dr. Pearce said the reply had been furnished by the Police Magistrate and gave the full report of the number of prosecutions from 1902 to date. It was laid on the table.

Mr. Pollock thought it had been the policy of the Board to enforce amongst the Chinese community such laws with regard to sanitation as were deemed necessary in order to prevent the spread of plague and other infectious diseases. No doubt in some respects some of those measures might have seemed rather hard to the Chinese, but no doubt from the point of view of health the enforcement of those measures had been strictly necessary. But while it became imperative necessary for the Board to enforce such measures, the European and Chinese alike, such measures as they considered necessary for the general safety of the community, he considered that it was equally their duty to see that in the enforcement of these measures no unnecessary hardship was caused to any individual. It was with a view to the prevention of the continuance of such hardships that he had asked for the information referred to in his notice of motion. He hoped it would be found practicable, when the information he had asked for had been supplied, to take such measures as might ensure as far as possible the minimum of hardship to the Chinese community. Mr. Lau Chu Pak in his minute annexed to the motion confined in some respects the complaints made by "Anti-dumping" in his letter in the Hongkong *Daily Press*; he showed that people were turned out practically in the streets with their furniture, and he thought that with their knowledge of the torrential rains which sometimes occurred in this Colony at this season of the year one must recognise it was a very great hardship and that some provision should be made in order to prevent a repetition. Such rains were not only prejudicial to the people who were turned out but destructive to the belongings which were turned out into the street.

The President said he was personally very glad that Mr. Pollock had brought forward this motion, because it gave the officers of the Board an opportunity to reply to the anonymous letters which had recently appeared in the Press. They would agree with him that it was the object of one and all of them to carry out these measures with as little discomfort as possible to the inhabitants, and he thought the Acting Medical Officer of Health would be able conclusively to show to the members that many of those statements in the letter referred to were, to say the least of it, exaggerated in many cases and others grossly untrue.

Mr. Pollock moved that a sub-committee be appointed to go into this matter and that Dr. Pearce's report be printed and circulated. It was a very important question, indeed, and it seemed to him that from what had been said by Dr. Pearce that possibly—the might say probably—a great many of those people who were turned out and living in the streets in the rain and bad weather were not aware of the fact that they had the privilege if they chose of going into these observation blocks.

The President said they were always informed of that fact by the sanitary inspectors.

Mr. Fung Wa Chun.—I do not think so.

The President asked the Acting Medical Officer of Health whether the Inspectors did not invariably make this offer to the people.

The Acting Medical Officer of Health—Yes, that is so.

Mr. Pollock added that it was hard to suppose that people would voluntarily live in the streets during heavy rains. He moved that a sub-committee be appointed.

Mr. Lau Chu Pak seconded. It was high time, he said, that the Board should inquire into all the complaints which were dealt with in the report. The suffering inflicted upon the Chinese must be very severe or they would not go to such an extreme as that a wife should allow the body of her husband to be thrown away or a mother the body of her child.

The motion was agreed to.

The President proposed that Messrs. Pollock, Lau Chu Pak, Dr. Pearce and himself be appointed as the sub-committee.

Captain Lyons seconded.

Mr. Lau Chu Pak proposed that Mr. Fung Wa Chun be added to the committee.

Mr. Pollock seconded and the motion was agreed to.

DISINFECTION AND INCONVENIENCE.

In our issue last evening we referred to a recommendation of the Acting Medical Officer of Health regarding disinfection operations. The matter was considered by the Sanitary Board yesterday, and the President said the suggestion was practically the outcome of several meetings that the Medical Officer of Health and he had had with the plague inspectors, and after discussing the matter more than once they came to the conclusion that they would be acting wisely if they confined the disinfection of closing and effects to the same floor as that on which a plague case occurred. Knowing as they did the way in which bubonic plague was spread, it was very unlikely that, presuming a case occurred on the first floor of a house, the people on the third floor would be contaminated. The object of the recommendation was to cause the least inconvenience to the Chinese. This would not apply to a case of pneumonic plague which was distinctly contagious. With reference to Mr. Pollock's minute, the first of the bye-laws for the prevention or mitigation of endemic, epidemic or contagious diseases left cleansing and disinfecting to the discretion of the Medical Officer of Health.

Mr. Fung Wa Chun proposed that notice of the new procedure be given to the Chinese. It might encourage them to report cases of plague.

Mr. Pollock seconded the proposal, which was adopted.

THE DISINFECTION OF SHIPS
AT HONGKONG.

An old subject was revived at yesterday's meeting of the Sanitary Board when a letter from the Colonial Secretary relative to a Clayton disinfecting machine was submitted, and the question of the advisability of acquiring one was discussed at length.

The President said that the matter was considered by the Board in 1902 and a recommendation made to the Government to obtain one of these machines. The matter was then referred to the Chamber of Commerce, which body decided that it was impracticable to use the machine here because so few ships made their terminal port and it was only applicable to ships from which most of the cargo had been removed. Professor Simpson first suggested the advisability of having such an apparatus in the Colony. It would undoubtedly be useful, the President thought, in the case of ships arriving from infected ports. Only a few weeks ago an Indian on the *Arrol* arrived with a developed plague within 24 hours of the steamer's arrival, and the presumption was he must have contracted the disease elsewhere than in Hongkong.

Mr. Pollock.—What is the disinfectant used? The President.—It is an apparatus for generating sulphur dioxide gas. It is a somewhat expensive apparatus costing about £800, and it would have to be employed on a lighter. The gas is run under the holds of ships and kills the rats. It has been used in the port of London and has been found most successful in destroying rats. There is no doubt that, by scientific experts it is agreed there is connection between rat plague and human plague, and I think it advisable as a means of protection to ourselves to recommend the Government to obtain the apparatus.

Mr. Pollock.—I don't understand, sir, what was the exact nature of the Chamber of Commerce objection?

The President.—The necessary detention of steamers while the cargo is being taken out of the ship.

Mr. Pollock.—The cargo would have to be taken out altogether?

The President.—Yes. There is another point with reference to this, and that is the advisability of using this apparatus on ships leaving Hongkong during plague periods, in order that we might not contaminate any neighbouring ports. This point was raised by Dr. Clark in the Board in the original discussion. I move that the Board recommend that one of these machines for the purpose of disinfecting ships be obtained from England.

Col. Webb.—I beg to second.

The Hon. Chatham thought one apparatus would be inadequate for the shipping that frequents this port, at least two or three would probably be required. The expenses, too, were not confined merely to having the apparatus on board the lighter; there must be some motive power to take the lighter to the ships, which could not be expected to be brought to the apparatus. The expense attaching to the scheme was very high, and the matter required very careful consideration before the Board decided to take any definite step.

The President.—The Board can only recommend it.

Mr. Pollock asked if the fumes of the disinfecting gas were rapidly got rid of or hung about the ship for long afterwards, delaying the receiving of cargo.

The President replied that he anticipated the gas, like any other gas, would rapidly diffuse itself if the ship was opened up.

The motion was put to the meeting and carried by the casting vote of the President.

BRANCH HOSPITALS.

At the meeting of the Sanitary Board last evening the President moved.—That with a view to encouraging inhabitants to report cases of plague and submit them for treatment, the Board recommend that arrangements be made for opening temporary hospitals in various districts of the City and Kowloon, suitable premises being hired or temporary structures erected, where practicable, for the purpose. The hospitals to be under proper supervision and the arrangements to be completed in readiness for next spring, when cases of plague may be expected to recur.

The Hon. Chatham referred to the success of Branch Hospitals in connection with the Godwin Co. at Kowloon, Messrs. Butterfield and Swire at Quarry Bay, and the Cotton Mills, and thought they might well adopt it as a general method in connection with the City and Kowloon generally.

Mr. Lau Chu Pak seconded.

Mr. Pollock said he presumed that if the recommendation was adopted by the Government an addition to the medical staff would be necessary.

The President.—That is so; that would be the natural result.

The motion was agreed to.

By kind permission of Major Redcliff and Officers the Band of the 33rd Burma Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening from 8 to 9.30 p.m.

PROGRAMME.
March..... "The Soldiers of the Guard"..... Lennox Overture..... "Lullaby"..... Cherrill Selection..... "Remembrance"..... Goldrey Song..... "The Song of the Sea"..... Malloy Selection..... "An Art's Model"..... Jones Waltz..... "Sevilla"..... Jose Alatorre Lancers..... "Glacier"..... Contours God save the King.

THE PLAGUE.

During the twenty-four hours ended at noon to-day 14 further cases of bubonic plague, making 1,038 since January 1st, were reported. Of these nine were fatal cases, all Chinese. One Chinese (non-fatal) case is returned as from the General Post Office.

SHIPPING AND MAILS.

MAILS DUE.
Australian (*Chingta*) 7th inst.
Indian (*Gregory Ahear*) 8th inst.
American (*Nippon Maru*) 13th inst.
German (*Preussen*) 14th inst.
Indian (*Susana*) 16th inst.
Australian (*Taiyuan*) 21st inst.
American (*Siberia*) 22nd inst.
Canadian (*Empress of India*) 22nd inst.

The P. M. S. S. Co.'s s.s. *Doric* with mails, &c., leaves Manila for this port to-morrow at noon.

The N. P. S. Co.'s s.s. *Victoria* sailed from Yokohama for Victoria, B.C., and Tacoma on 4th inst.

lock's minute, the first of the bye-laws for the prevention or mitigation of endemic, epidemic or contagious diseases left cleansing and disinfecting to the discretion of the Medical Officer of Health.

Mr. Fung Wa Chun proposed that notice of the new procedure be given to the Chinese. It might encourage them to report cases of plague.

Mr. Pollock seconded the proposal, which was adopted.

THE DISINFECTION OF SHIPS
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TELEGRAMS.

(Reuters.)

Germany and British Colonies Customs Duties.

LONDON, 3rd June.
A semi-official explanation has been published in Berlin concerning the Customs duties between Germany and Great Britain. It is declared that at no stage has Germany any idea of interfering with the internal relations between Great Britain and her Colonies but had merely given effect to the provision of the existing law which was urged by Great Britain herself. Stress is laid on the fact that the British colonies possessed the down tariff systems.

LATER.

Hurricane at Valparaiso.

The Pacific Navigation Co's steamer *Arguilla* and several other vessels have been wrecked in a hurricane at Valparaiso; of the *Arguilla's* crew of ninety, seventeen were saved.

The German Press on Mr. Chamberlain's Tariff Scheme.

It is noteworthy that the German Press, the result evidently of official influence, after the first outcry, has abstained from any provocative language concerning Mr. Chamberlain's tariff scheme.

THE TUNG WA HOSPITAL.

The Hague Branch of the Tung Wa Hospital at Kennedy Town will be opened by His Excellency the Governor to-morrow, at 11 a.m.

THE UNFORTUNATE S.S. "PEMBROKE".

An interesting visit was paid the other evening to Messrs. Farnham, Boyd & Co's Cosmopolitan Dock, Pootung, to view the steamship *Pembroke* which is now in course of repair. This fine steamer, it will be remembered, struck a rock at the mouth of the Yangtze about a fortnight ago and it was thought would become a total wreck. In the graving dock it is amazing to think that she could ever have been salvaged, observes *Sport and Coast*. Her bottom at the bows is literally smashed in. The plates all around the huge embrasures are twisted and turn like sheets of paper. This huge vessel was steaming along slowly and cautiously through a dense fog, under the guidance of her able Captain, at the time of the accident, but still the moving mass of metal in dissipating her energy in a short space of time caused the rocks to protrude through her bottom and she became literally hooked on to the rocks. The work of floating and docking was a great engineering feat and reflects great credit on Messrs. Farnham, Boyd & Co. The cargo and coal was all carried towards the stern and with the vessel tilted, caused the ship to tilt up at the bows. This, however, proved to be insufficient to throw her from the rocks, which had to be blown up with dynamite. With stern very low in the bows well out, the ship was able to proceed, under her own steam, to the docks of Messrs. Farnham, Boyd & Co. An unpractised eye cannot but imagine that the cost of the repairs will be a considerable item, almost equal to a new vessel.

THE BRIDGE ACROSS SYDNEY HARBOUR.

The following article, clipped from one of the Sydney papers, should be of interest to Hongkong readers in view of the fact that it deals with the bridge referred to by the Hon. R. Murray Rumney in his suggestion regarding a bridge across the harbour at Hongkong:

Some anxiety has lately been experienced in regard to the North Shore bridge, and the impression has been gaining ground that the building of this interesting structure has again been shelved. Assurance is, however, given that this is not the case, and it is stated that the question is only passing through one of its many phases towards a final settlement.

The board appointed by the Minister for Works to deal with the tenders included Mr. Davis (Under Secretary for Works) as chairman, Mr. H. Deane (Engineer-in-Chief for Railway Construction), Mr. De Burch (Engineer for Bridges), Mr. Vernon (Government Architect), Professor Warren, of the Sydney University, and Mr. J. M. Parves, representing the residents of North Shore. As the result of consideration of the tenders and plans, three sets of proposals were returned to the tenderers, with requests for amendment on lines indicated by the board. One went to Germany, another to England, and the other to America. These proposals, as amended, have been received back by the board, and have recently been under consideration.

With respect to the American plans, however, certain particulars have been asked for in connection with the pier in deep water which have not yet come to hand. The agents in Sydney have informed the board that it is all probability these particulars will be received by next mail but until they come to hand nothing definite can be stated with reference to that particular proposal.

In regard to the German plans, it is explained that Mr. Bouhy, representing the firm that tendered, recently visited Sydney and had several interviews with the board in conjunction with Mr. Norman Selke, and affords valuable information on the subject. Mr. Bouhy is now on his return journey to Germany.

The board has also had under consideration the English plans for the bridge, which are the work of Sir William Arrol, the builder of the Bridge. It has been found that certain bracing has been omitted from the superstructure, owing to it is imagined, to some misapprehension on the part of the designer and manufacturer, and it had been deemed necessary to communicate with the Agent-General on the subject. He has been asked to cable to the Minister for Works the reason for the omission referred to and the steps it is proposed to take.

The principal pier, which is to be placed in deep water opposite Blue's Point, has had special attention. There are three ways, it is explained, in which this pier can be found. One proposal is to take the caisson down to the rock; another is to carry the pier down to the clay and drive piles to the rock, supposing the clay is not sufficient to carry the superincumbent weight. Yet another scheme is to freeze the ground and water so as to enable the excavation to be made dry down to the solid foundation.

Of course, when the board has finally dealt with all the proposals, the matter will remain with Ministers to decide upon as to the advisability, supposing suitable plans have been prepared, of proceeding with the work.

ASK for ASAHI JAPANESE BEER—G. Girault

THE CURRENCY SCHEME.

MR. A. HUTTENBACH'S VIEWS.

The Singapore *Free Press* prints the views of Mr. Huttenbach, at whose suggestion they are, on the questions which led to these remarks, with one exception, and the appended is Mr. Huttenbach's except the headings.

"On casually reading the scheme it appears simple and easy enough, and quite analogous to that followed in India. The public, however, does not appear to take much interest in it, and the Government is said to have decided to adopt it, with the approval of Mr. Chamberlain, there seems little chance of criticism being of practical value. I should say here that I am not the least afraid of Mr. Chamberlain's views being open to alteration. The greater the man, the more open he is to conviction, and if reason can be shown for further consideration, Mr. Chamberlain would grant a fresh inquiry. There are a good many in the Straits who feel, and are justified in so feeling, that such an important scheme ought to be criticised locally, if only to discover that it contains no flaw. At any rate I am glad to let you have my criticism.

SCHEME UNSUITABLE BECAUSE BASED ON ASSUMPTIONS OF A FUTURE.

The report is presented as a very able one, and coming from such authorities I would not dare to criticise it—I would be afraid to do so were it not that I have 32 years' local experience, and am a business man and this is, after all, mainly a mercantile question. Even at that I should be diffident to venture an opinion were it not that I can see clearly from the report of the evidence taken before the Committee that it is incomplete. It has not brought out the salient points of local conditions.

The most important of these many points is that, owing to our transit trade, the relationship between debtor and creditor is unique, and the difficulties attendant thereon are not met with in any other country. Certainly not in India, where there is, compared with the Straits, practically no external indebtedness. Here the dealer's who indebtedness has to be paid from outside, and if there is a different rate of exchange for the external indebtedness, the dealer will be unable to pay the merchant, and it will mean loss to both. It is not "transferring the evil from gold to silver currency," or an evil which the Chinese would have to meet in place of the European. It is a different, a new evil, a unique evil, which cannot be obtained, except by a scheme which allows debts to be paid as contract debt, as the Americans have honestly and wisely done in the Philippines. They have seen the difficulty and avoided it. The difficulty was not brought out in the evidence before the Committee, who considered the conditions analogous to those of India, whereas, in reality, they are entirely different.

The Chinese middleman is also peculiar to the Straits trade and is one and not one of the rest of the different forms of India. The importance of his position in a currency reform of the Straits is not the same as that of the wage earner in India.

The Committee had to go by the evidence, and the evidence did not show these peculiar local obstacles. Had it done so it is believed that David Harbour would have been the first to see that the proposed scheme is not adapted for the Straits.

I will try to show why it is not adapted, by following the scheme as it appears likely to work out in practical operations during its five stages. In a statement such as this I cannot, of course, exhaust the subject. I have not had time even to think the subject right out, and therefore I have not got hold of all the points. And of the points I have I can only give you a few of the most important. In other words I can only put my finger on points that appear weak and show that there is a case for further inquiry.

A GENERAL OBJECTION.
I should say, but this *en passant* only, that I have a general objection to the scheme. I agree with the conclusion of the Chamber of Commerce that a gold currency should be the outcome of the change, with the sovereign as its basis. We should then have all the advantages in the East that Great Britain had for nearly a century before 1873 over the Continent. These advantages are especially important and desirable for a purely trading country like the Straits, and their importance will increase with the future. The scheme will be changes and regrouping sooner or later, and there will be a money centre for the East. The country that has first got a gold currency will for a long time become the financial centre of the East. Our chance will be missed, if this scheme is adopted, although many hold the opinion that a gold currency is easier to get than a token currency.

We are to go through unnecessary difficulties, and have at the end the substitute instead of the real thing, together with the difficulty and perhaps only task, if we succeed, of keeping up the parity for all time. There is everything to be said in favour of the gold currency, and nothing against it. If any country is rich enough to keep it up, this country and the Native States are. Our Asiatics will take to gold well enough and prefer it. All countries with a token currency prefer gold and change to it whenever they can. Here we are asked, deliberately and at great risk, to take the risk of our very existence—to take the artificial, instead of the real. I consider this a very great mistake, and one for which the present will be rightly blamed by the future.

In allowing to the token as the goal to be reached by it, it is surely not exigent to hope that that goal should be reached by the best and easiest route. Whether the method proposed is the best and easiest has yet to be seen; but it can be shown that, when all the evidence of local conditions is taken, it will not operate in the way it is intended to operate.

THE FIRST STAGE.

This will begin at the time when it is known for certain that the scheme will be carried out, and will last till the arrival of the first consignment of Straits dollars.

On the face of it this looks harmless enough, but even in these early days harm and wrong will result. A new element of speculation will be added to those already existing. Sooner or later there will be a special Straits rate of exchange, and operators will begin anticipating. The effect is difficult to foresee exactly, except that it will be an inducement to speculation in exchange.

It will immediately disturb our trade with Co-users. They will endeavour to buy for deferred payment in the coin they use, not wishing, rightly, to run the risk of having to pay in the unknown future Straits money. We have already had a taste of this kind of difficulty, with Deli and Hongkong, in March and April. A premium of 5 per cent. in the former case had to be paid for what was expected to be a 1/8 dollar. With the prospect of a 2 1/2 dollar difference will be greater.

This, from the very start, prove an impediment to business.

I shall be much mistaken, also, if, from the same cause, namely, the expectation of a future rise, the exploitation of the ignorant does not commence. Money will be poured in, by

Chetties, and others, from India and elsewhere, not for investment, but to be forced on the native, who knows not that he will have ultimately to pay an extra 25 per cent when the increment in value has taken place. There will be an unhealthy plethora of money for the time being, in order to be withdrawn when the fixed ratio is reached, this containing the materials for a future crisis.

Nothing of this kind could happen in India. There the change was made suddenly, and the result was doubtful. Here it will be known to all what is to come, and everybody so inclined will strive to benefit by it. The natives will especially be victimised. In India the result was doubtful; here it is certain, or believed to be certain, that the dollar will reach 2 1/2.

THE SECOND STAGE.
The second period will commence on the arrival of the first supply of the new dollar, the declaration that it is legal tender, the prohibition of the import of British and Mexican dollars, and of the export of the Straits dollar. This is to drain away the British and Mexican, and with a free supply of the new dollar, complete the change "without any great delay."

These measures will produce a great many different currents, now running counter to each other, now crossing, making it very difficult to predict where the floating forces of the Straits will be drifted. The issue is obscure and therefore a risk—many will count it a great risk. Anyhow no end of confusion and disturbance can be clearly discovered and predicted.

A "STRAITS EXCHANGE" ESTABLISHED.

THE FOOTBALL OF SPECULATORS.
At this stage it is as good as certain that the Straits will have an exchange of its own. The import of the free coined dollar being forbidden, and the supply of Straits dollars (which can only arrive as they are minted) being limited, the period of scarcity will commence. The Straits dollar will be a very scarce commodity, and will then be liable to contraction and expansion. Apprehension will do the rest. The Straits exchange will then be a football for operators and speculators, in a restricted field, and we shall then realise what fluctuation really means. Up to then we shall have had fluctuations with gold countries only. Then we shall have fixity with nobody. It will be a football match, the Straits versus the World, with the dollar as a football.

A light football is more easily kicked about than a heavy one. In India there were 1,500 millions of rupees to be moved. The part of the Straits dollar is only 10 millions, which cannot be obtained, except by a scheme which allows debts to be paid as contract debt, as the Americans have honestly and wisely done in the Philippines. They have seen the difficulty and avoided it. The difficulty was not brought out in the evidence before the Committee, who considered the conditions analogous to those of India, whereas, in reality, they are entirely different.

We had a Straits exchange in March and April, and with it a good deal of speculation. The mere expectation of the arrival of the Committee's report drove us for the time being from silver, and had not the price of silver accidentally risen, and come to the rescue, our currency would have been a disaster to many. As it happened, only the Chinese dealer had to lose, quite unnecessarily, 5 per cent or more on his outstanding in China. Sumatra, &c.

THE RELATION BETWEEN DEBTOR AND CREDITOR.
The same pernicious influence on the relations between debtor and creditor, peculiar to the Straits, owing to the external debts having to be put against internal debts, will again be at work, but intensified, undermining the very foundations of our prosperity and trade, and ensuring injustice to our customers.

A CURRENCY WITHIN A CURRENCY.

THE "PERVERSE" DOLLAR.
Concurrent with these fluctuations and inducements to speculation, stronger than ever, we shall have a currency within a currency. On the one hand there will be the certainty of the mint being closed some day to the coinage of the Straits dollar, and of its becoming sole legal tender at an enhanced rate, and on the other hand the British dollar, to be suddenly demonetised. The divergence between the two is sure to lead to the one being at a discount, and the other at a premium. The British dollar will prove "perverse" and decline to be drained out of the country.

People will pay their debts in the cheapest money, that is the British dollar, which will still be legal tender. Because the dollar will be closed to its import it will still be at a higher value than its intrinsic value. The repatriating Chinese coolie will get more dollars by taking a Chinese draft back with him, instead of coin, and he will do that. Meanwhile, the British and Mexican being above silver, instead of leaving the country, will be attracted to it. The "perverse" dollar, instead of flowing outward, will come in. To prevent this will require a Customs House, examination of goods and baggage, and the freedom of our ports, hitherto the admiration of visitors, will be a thing of the past. But no tollgate barrier, put up for the first time in the history of the Straits, will prevent smuggling. The task will be different one to that of preventing the importation of the ven. No money was to be made out of that. When money is to be made, no custom house or police will be able to prevent the smuggling of specie. It will only give trouble, and may be great trouble, to the public and trade.

NO COMMUNITY OF CURRENCY WITH OUR CUSTOMERS.

Our trade is also to be severely handicapped. The future sole legal tender is to be forbidden. The community of currency, which has been such a great assistance to our Hatterian trade, is deliberately to be abolished. It is to be a crime to have the same currency as the Straits. This will mean a customs house outwards, as well as inwards.

THE "TRAITS DOLLAR" HOARDED.
The daily expectation of seeing the Straits dollar made the sole legal tender, with a consequent enhancement of value, will lead everybody to try and keep Straits in preference to other dollars, although both are legal tender. The Bank will pay out British and Mexican dollars only. They will hoard the Straits, as every one else will. There will be an epidemic of hoarding, thus delaying the scheme, instead of expediting it. One force will keep the British dollar in circulation; another, the fear of demonetisation, will make people loath to accept it and anxious to pay it away again.

A DOUBLE CURRENCY.

The Banks will refuse to issue notes against British dollars, fearing to have to redeem them one day in the dearer Straits dollar. They will probably open their accounts in the two currencies. They will not take the risk of receiving the British dollar on deposit, and then having to repay Straits dollars. It will be a *circularis vitiosus*, a maze out of which there is no path. Theoretically and officially I know this is not to be the case. The scheme does not expect it. It ought to work out differently. The scheme expects business men to ignore the certainty that the one coin must become dearer and the other cheaper. The two coins ought to continue to dwell together in brotherly love and unity until the Government gives the word for their great financial coup d'état of demonetisation.

THE REMAINING STAGES.
You will see, I think, a case made out for a fresh inquiry to complete the evidence as to local conditions. The one point alone, the violent demonetisation contemplated, is sufficient for that I have also indicated other points, and a good deal could be said about the last stage, but I only wish "to show cause," not to argue the case.

The fourth stage is the cessation of the coining of the Straits dollar until it reaches the value decided upon (para. 60). This stage alone

The scheme is certain to act differently to what the Indian scheme did. The premises are different, the scheme is different, and the conditions are different. No new coin was introduced into India. There was no prohibition of imports and exports. The custom was ready to hand, properly organised. The rupee had not to be demonetised. The geographical conditions were different, and much more favourable to their scheme.

Prohibition, at any rate, is an excess on the scheme, and likely to greatly delay what will be at the best a tedious work. It seems to me an excessive tampering with currency, leading to disturbance and confusion, and likely to do a lot of harm to our trade.

This is set out in para. 59 of the Report: "When (2) the currency is so largely composed of the new dollar as to justify the measure, the British and Mexican should be finally demonetised, and the Straits dollar would then be in the position in which India was" &c.

Assuming the beginning of this stage to have been reached, we stand before the most delicate and important part of the reform—the demonetisation of the British and Mexican dollar. All local men are aware that to get rid of these without creating disturbance is the most difficult task in any scheme for the Straits. It is our greatest difficulty, because a wrong method as regards this point would create that trouble in the bazaar and that dislocation of our trade, which it is desired above all things to avoid.

All previous schemes have tried to avoid it. That of the Chamber of Commerce and others tried to get over it by conversion. In my pamphlet I recommended the way always adopted when a new coin is to be introduced—the old Royal milled—the road which the Americans have lately followed in the Philippines: "debits contracted prior to December 31, 1903, may be paid in the legal tender of the currency of the islands existing at the time of the making of the said contract." Philippines Currency Act, 1903, Feb. 23, Section 3.

CONVERSION INEVITABLE.
This, our greatest difficulty, has not been avoided in the Committee's Scheme. It has not only been avoided, but the demonetisation of the British and Mexican dollar is to be carried out in the most disturbing manner possible. Legal tender to-day, demonetised without notice and without provision of any kind made for them to-morrow, and not more receivable in payment of a debt lawfully contracted than a piece of paper, it is the intention of the Committee to create the greatest possible confusion and consternation, they could not have devised a better plan.

There will be a pressure of dealers to pay the merchant in demonetised British and Mexican dollars. The struggles and conflicts between merchant and dealer, which other schemes meant to avoid, will be of the acutest. And it will be to a great extent justified on the part of the Chinese dealer. It may be a necessity. He may only have the demonetised coin to pay with, as he will be compelled to receive it from his customers. As usual, the merchants, though they will legally right, will, for commercial purposes, have to receive it. They will have to give in, or stand the risk of losing their customers and trade, and perhaps not be paid at all. The difference in value between the British and Mexican, and the Straits dollars, might then be such as to mean payment in the former, or bankruptcy to the dealers. I feel sure that the British dollar, though demonetised, will still remain in regular use.

PRACTICAL APPLICATION.
"Allow me one interruption here, Mr. Huttenbach. I see the difficulty. Would you mind telling me how you individually are going to meet it?"

"I have not the least objection. Seeing the difficulty and knowing what will be the upshot, we shall avoid the conflict. With a scheme introducing the new fixed currency by a rational plan, we would have agreed to any proposed convention of our fellow-merchants to bind ourselves under a heavy penalty to deal in the new currency only. With this scheme we have so far decided to do just the contrary. We will right through go on selling to the dealer in British dollars and selling forward the dollars we will have to receive against these sales to the Banks. To avoid the friction and the losses we would have to suffer in the end, we shall voluntarily ignore the Straits dollar for purposes of import and export. As our neighbours will with this kind of demonetisation be forced to ignore it at a later stage and with bad grace."

Resuming, Mr. Huttenbach went on: "And once the beginning made and the merchants compelled to go on accepting the British dollar, we will for ever have two currencies. They will for all time hang on to our coat tails. We will never be able to shake them off. This demonetisation will make it impossible for the British and Mexican dollar to become a commodity. It will not give the fixity as desired."

Were the Government to amend their scheme at the eleventh hour by adding to it at this stage some kind of conversion scheme, or were conversion already a part of the scheme, although for obvious reasons kept secret, it can be shown that the cure would be worse than the disease.

It will lead to this: Now we have to give credit for imports and pay cash for produce. Under the scheme we shall still have to give credit, for imports and receive British and Mexican in payment, and we will have to pay cash, and pay: Straits dollars, for produce. And not only this. It can be shown, although not in an interview, that the whole commercial and industrial structure will be shaken by this kind of demonetisation. Consternation and injury to native population; perhaps riot and bloodshed at the mines, owing to the dollar the coolie is paid in to-day being refused to-morrow; increased divergence between external and internal indebtedness, spelling ruin to many innocent and thoroughly honest traders; and intensified difficulty in carrying on our trade with our Hinterland.

TO SUM UP THE THIRD STAGE.
The proposed violent measure of demonetisation has no redeeming feature. It is sure to lead to two kinds of currency becoming permanent, especially as at this stage the prohibition of imports is to be rescinded, and is equally sure to prevent the British and Mexican dollar settling down to a commodity. It will not give the desired fixity. And if it did so, it would only be after much unnecessary individual suffering and State-assisted wrong.

Here also the conditions are vastly different to what they were in India. Had India had 1,500 or more millions of demonetised rupees, daily depreciating visibly in the people's hands, with about twenty times that amount extant in China and Mexico, with a new coin practically all hoarded, then we might to some extent "be in the position in which India was" &c.

THE REMAINING STAGES.
You will see, I think, a case made out for a fresh inquiry to complete the evidence as to local conditions. The one point alone, the violent demonetisation contemplated, is sufficient for that I have also indicated other points, and a good deal could be said about the last stage, but I only wish "to show cause," not to argue the case.

The fourth stage is the cessation of the coining of the Straits dollar until it reaches the value decided upon (para. 60). This stage alone

In India took six years, from 1893 to 1899. It is believed that only at this stage of the scheme that what is in some quarters considered the only drawback, will be encountered a "contracted currency." People would cheerfully put up with that, were the scheme otherwise adapted to local wants. The only currency reform suitable for local wants, is one that continues on free trade and leaves us at liberty to carry on our Hatterian trade. Singapore is not only "a centre of trade by reason of its natural advantages and its freedom from customs duties" (para. 46) but also, and mainly so, because we use those advantages to facilitate trade to the Hinterland. This means everything to the Straits, and such a scheme would seriously handicap us in this respect. It would cut us, to some extent, off from a large part of the Hinterland. The whole of India participated in its currency reform. Had Bombay, Calcutta, and part of the country only gone over to the gold standard, while the rest kept to the rupee as it was, there would have been some analogy between our case and theirs, though even then the analogy would not have been complete, because the commercial ties there were not so close, nor the effect on internal versus external debts the same.

The fifth stage would be "when the ratio is reached" [and declared (2)] "when the Straits dollar is issued in exchange for gold at the fixed rate." The report is silent as to when the prohibition of the export of the Straits dollar is to cease. But what can be seen is that it is not the intention here that gold should be legal tender, as it is in India, though we are more advanced, and though it would be vastly more advantage to us than in India.

CONCLUSION.
We will stop here for the present. I will not criticise the measure as a whole, nor comment on the attitude the Government is said to be taking towards this important question. I have only discussed the question whether there is cause for further inquiry into the proposed Currency Scheme. It should be wanted, we shall have to rely on the wisdom and justice of Mr. Chamberlain to get it.

I would merely add that some object to the scheme on account of the great length of time it will take to work out, a time which might be longer than seems to be the impression of many. That is not my objection. I am against the scheme because of its unsuitability, because of the losses it will inflict, the wrong it courts, and the trouble it will cause in the bazaar. With this scheme, in the immediate future and for many years ahead, times will be more difficult than ever.

And notwithstanding all the complicated and artificial machinery, the scheme does not avoid what such schemes should avoid if possible, and it is possible in this case, the altering of "the existing relations of prices and essential conditions of contracts." The burden of debts would be increased, and prices, assuming that prices in gold countries remain stationary, be reduced by about twenty per cent. A few of course would benefit, but at the expense of others. The merchant would not. Rather all merchants would lose in the long run, for the losses in the bazaar and from disturbance of trade, generally, would more than counterbalance any profits they might make from the increment of value on their capital and the few mortgages they hold.

I do not think particularly well of some of the other schemes I have seen, but I prefer all of them to this particular one. With each of them there would at least be an end in sight, though it might be "an end with terror." This scheme would be a "terror without an end." And this I mainly attribute to the insufficiency of evidence before the Committee as to our unique local conditions.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

With only a small amount of business to report to the smaller stocks, quotations close as follows:

Banks \$ 675 b.
Nationals 27 b.
Unions 500 s.
China Traders 61 s.
Cantons 176 b.
Hongkong Fires 325 b.
Indo-Chinas 107 b.
China and Manilas 27 b.
Douglas 43 s.
Shell Transports 176 b.
China Sugars 107 s.
Rabbs 82 b.
Dackers 216 b.
Wharves 90 b.
West Points 149 b.
Hotels 2450 b.
Green Islands 1030 s.
China Borneos 13 b.
Electrics (Old) 7 b.
Do. (New) 130 b.
Ropes 650 s.
China Light and Powers 650 s.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer ... 1/8 1/16
" Bank Bills, on demand ... 1/8 1/16
" Credits, 4 months' sight ... 1/8 7/16
" D'ments 4 months' sight ... 1/8 9/16
ON BERLIN, (demand) ... 1/8 1/16
ON PARIS, Bank Bills, on demand ... 2 1/2
" Credits, 4 months' sight ... 2 1/4
ON NEW YORK, Bank Bills, on demand ... 40
" Credits, 30 days' sight ... 41 1/2
ON HONGKONG, Telegraphic Transfer ... 125 1/2
" On demand ... 125 1/2
ON SHANGHAI, Telegraphic Transfer ... 71 1/2
" Private 30 days' sight ... 8 1/2
ON YOKOHAMA, T.T. ... 8 1/2
Sovereigns, Bank's Buying Rate ... \$11 85
Gold Leaf 100 touch, per tael ... 61 70
Bar Silver 24 5/16

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—
MALWA NEW 960/980
" LAST YEAR 1,030/1,050
" OLDEST 1,060/1,080
PATNA NEW 1,035
" OLD 1,015
BENARES NEW 1,040
" OLD 1,020
PERSIAN (PAPER) 790

THE POPULAR SCOTCH IS "BLACK & WHITE"

JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H. M. THE KING
and
H. R. H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO., Queen's Road Central. [6422]

THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bungling of incompetents and the indiscriminate wearing of others' discarded glasses.

ONLY ONE PAIR OF EYES
To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS,
OPHTHALMIC OPTICIAN,
OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.
Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel. [6422]

Co-day's Advertisements.

NOTICE.
IT is hereby requested that all ANIMALS sent for BACTERIOLOGICAL EXAMINATION be addressed to Dr. HUNTER and forwarded to the PUBLIC MORTUARY, SHEK TONG TSUI, (石塘咀驗屍房) and not to Dr. HUNTER'S Residence.
By Command
F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 5th June, 1903. [6730]

HONGKONG RIFLE ASSOCIATION.
MEMBERS are informed that the RANGE is CLOSED until further Notice.
MOWBRAY S. NORTHCOTE,
Hon. Secretary.
Hongkong, 5th June, 1903. [45]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"HAINUN,"
Captain Mutton, will be despatched for the above Ports, on TUESDAY, the 9th instant, at 11 A.M.
For Freight or Passage apply to
DOUGLAS, LAIRDALE & CO.,
General Managers.
Hongkong, 5th June, 1903. [6722]

FOR CHEMULPO and PORT ARTHUR.
Calling at SHANGHAI and DALNY.
THE Steamship
"SULLBERG,"
Captain Meyer, will be despatched for the above Ports on SATURDAY, the 13th instant, at 5 P.M.
For Freight or Passage, apply to
HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 5th June, 1903. [6702]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG.
1903. About
"CHARLES TIBERGHIE" ... 24th June.
"MACDUFF" ... 10th July.
For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 5th June, 1903. [13904]

"GLEN" LINE OF STEAMSHIPS.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"GLENESK,"
Captain Rafferty, will be despatched as above on THURSDAY, the 9th July.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Hongkong, 5th June 1903. [6712]

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 7th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 20th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 27th June.
GLASGOW and LIVERPOOL	"TYDEUS"	On 3rd July.
GLASGOW and LIVERPOOL	"MACHAON"	On 12th July.

S.S. "TELEMACHUS" left Singapore 2nd instant P.M., and is due here 7th instant.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"CALCHAS"	On 6th June.
"LIVERPOOL"	"HYSON"	On 20th June.
MARSEILLES, LONDON & ABERDEEN	"ANTONOR"	On 27th June.
MARSEILLES, LONDON & ABERDEEN	"ALCINOUS"	On 7th July.
MARSEILLES, LONDON & ABERDEEN	"PROMETHEUS"	On 21st July.
MARSEILLES, LONDON & ABERDEEN	"STENTOR"	On 28th July.
MARSEILLES, LONDON & ABERDEEN	"DARDANUS"	On 4th August.

S.S. "CALCHAS" left Foochow 4th instant, p.m., and is due here 6th instant, a.m.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"TELEMACHUS"	On 9th June.
	"MACHAON"	On 14th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th June, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WUHU"	6th June.
YOKOHAMA and KOBE	"KIKIANG"	8th "
CEBU and ILOILO	"CHINGTU"	10th "
MANILA	"WUHU"	13th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHINGTU"	4th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is on board.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—R.D.C. SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th June, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 6th June, at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 13th June, at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 30th May, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	R. P. Craven	June 14, 1903.
"INDRAVELLI"	4,899	W. E. Craven	July 14, "
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 7th June.
FOR ANPING	"MAIDZURU MARU"	T. Saito	TUESDAY, 9th June.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	FRIDAY, 12th June.
FOR FOCHOW	"ANPING MARU"	J. Goto	MONDAY, 15th June.

* VIA SWATOW AND AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyor, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, Manager,
[1279]

Hongkong, 3rd June, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

HONGKONG-MANILA,

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$25. RETURN, \$40.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st May, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare: \$1 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,
No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.
THE Steamship

"CHU KONG,"

Capt. Mason.
Departures from HONGKONG to MACAO, Daily, at 7.30 A.M. SUNDAY including. Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.

This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:

1st Class, \$1.50

2nd " " .75

3rd " " .30

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.

Hongkong, 30th May, 1903.

STEAMSHIP SERVICE TO NEW
YORK VIA SUEZ CANAL.

THE American Asiatic S.S. Co's

"ARARA"

will be despatched on THURSDAY, the 18th instant.

For Freight, apply to

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 4th June, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
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ROSETTA MARU N. Tate 3,876 SATURDAY, 6th June, at 11 A.M.

ROHILLA MARU E. P. Bishop 3,869 FRIDAY, 12th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.
[171e]DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Gibson, will be despatched for the above Ports, TO-MORROW, the 6th instant, at 4 P.M.

For Freight or Passage, apply to

DOUGLAS, LAFRAIK & Co.,
General Managers.

Hongkong, 3rd June, 1903.

AMERICAN AND ORIENTAL TRANS-
PORT LINE.STEAM FOR NEW YORK VIA
SUEZ CANAL.

THE Company's Steamship

"HEATHFORD,"

will be despatched on or about TUESDAY, the 9th instant.

For Freight, apply to

ARNHOLD, KARBURG & CO.,
General Eastern Agents for China.

Hongkong, 4th June, 1903.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"NAMSANG,"

Captain Payne, will be despatched as above on THURSDAY, the 11th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 4th June, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP,
via SUEZ CANAL.

THE Steamship

"GLENFARG,"

Captain Holman, will be despatched as above on TUESDAY, the 3rd June.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,
Agents.

Hongkong, 27th May, 1903.

"BEN" LINE OF STEAMERS.

FOR GENOA, ANTWERP & LONDON.

THE Steamship

"BENMOHR,"

Captain Wallace, will be despatched as above on or about SATURDAY, the 6th June.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 28th May, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR NAGASAKI, KOBE AND
YOKOHAMA.

THE Steamship

"GLENFARRY,"

Captain Willy, will be despatched as above on TUESDAY, the 9th instant.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,
Agents.

Hongkong, 4th June, 1903.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched for the above Ports, on WEDNESDAY, the 10th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 4th June, 1903.

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).

STEAM FOR SINGAPORE AND
PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS up
to CALAIO.

Taking Cargo at through Rates to PERSIAN GULF, BAGDAD, also BARCELONA, VALPARAISO, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI,"

Captain Belsito, will be despatched as above on THURSDAY, the 11th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 3rd June, 1903.

"CAPRI,"

Captain Belsito, will be despatched as above on THURSDAY, the 11th instant, at Noon.

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Hongkong, 3rd June, 1903.

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At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 3rd June, 1903.

Shipping.

STEAMERS.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the above Ports TO-MORROW, the 6th instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 5th June, 1903.

Intimations.

FLUID
OIL
CRUDE FLUID
POWDER
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